

**ELECTRIC VEHICLE TRANSIT BUS CHARGING STATION  
PROGRAM EVTB-2 (SC PILOT)****PURPOSE**

The purpose of this pilot program is to support the installation of approved charging equipment for electric vehicle transit buses to collect utilization and other load characteristics to better understand potential grid and utility impacts. Participants shall allow Company to implement load management capabilities to reduce charging speeds, up to and including full curtailment, provided such control activities do not impact the necessary duty cycle of any bus. In exchange for an incentive payment, Customer grants Company the right to install, operate, and monitor special equipment to measure Customer's electrical charging characteristic on an individual or collective basis and to obtain any other data necessary to determine the operating characteristics of the customer's use of electricity.

**AVAILABILITY**

This Program is available on a first-come-first-served basis, at Company's sole option, to non-residential customers receiving electric service from Company. Customers must operate a commercial transit system utilizing one or more electric vehicle transit buses. Incentives are available for no more than 10 charging stations which may be owned by a single or multiple transit systems. This program shall end following 36 months from the date of the commissioned installation, unless extended by Company. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle Transit Bus Supply Equipment Site Agreement to establish the terms and conditions of the installation.

**INCENTIVES**

Company shall pay a participant up to \$55,000 per full-size bus for the procurement, delivery and installation of a transit bus and associated Electric Vehicle Supply Equipment (EVSE). Customer shall employ a licensed electrical contractor, at its sole expense, to install, maintain, repair or replace the EVSE which shall be retained at the site for the full 36 months of the pilot. Customer must maintain EVSE connectivity during the pilot.

**CHARGING STATION EQUIPMENT**

Customer must select EVSE from a list supplied by Company which has appropriate communications and control capabilities and meets international standards for interoperability. Such equipment shall be installed on Customer's side of a new Company meter; therefore, any usage will be billed under the applicable schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company's metering facilities during the current month.

**CONTRACT TERM AND EARLY TERMINATION**

If the EVSE and associated transit buses are relocated outside of Company's service territory or are discontinued from use within the 36 month pilot term, the Customer shall remit repayment of the total incentive amount received.

**CUSTOMER'S RESPONSIBILITIES**

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In the event of damage to Company owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

Duke Energy Progress, LLC  
(South Carolina Only)

SC Program EVTB-2

### GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

### REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the South Carolina Public Service Commission and any changes or other modifications lawfully made thereto.